

# NRL Naval Research Lab MP Comments Matrix

ID	Reviewer (Name / Title)	Page #/Figure #	Reviewer's Comment	ATKINS Response to Comment	Completed (Y/N) - By	Discuss at Review Meeting?
98	Michael Weil	TOC - i	The NRL Master Plan (MP) includes Section 3.7 (page 54, Urban Design Framework), which is not reflected in the Table of Contents. Please insert.	Concur. Section has been added to TOC.	Y-Jenny Lanning	N/A
99	Michael Weil	Sect ES pg5-14	Recommend modifying this section to accurately reflect the suggested changes/comments in later sections. For example, summarize the Vision Plan's (to be determined) "bold moves" for the future installation during the next 20-25 years, such as meeting the NCPC Comp. Plan parking ratio goal of 1:4; establishing a 200-300-foot open space buffer along the waterfront (or prohibiting/removing all development within the 100-year floodplain); and increasing the overall tree canopy area by 30%. Refer to Section 4.0 (Framework Plan) for more detail.	Executive Summary has been revised to include overarching guiding principles that reflect the UFC and installation-specific, measureable goals and objectives will be included under each principle.	Y-Jenny Lanning	N/A
100	Michael Weil	Sect ES pg5-14	In addition to guiding principles from ONR GSIP, recommend incorporating strategies/principles from the 2012 UFC-Installation Master Planning (UFC-IMP) document and NCPC Comprehensive Plan into the NRL Master Plan. Refer to NCPC's Master Plan Submission Guidelines (Section 3(A)(1)(b and c)) as well as the UFCIMP (3-5.3 thru 5.5, Vision Statement – Planning Goals – Planning Objectives).	Executive Summary has been revised to include overarching guiding principles that reflect the UFC and installation-specific, measureable goals and objectives will be included under each principle.	Y-Jenny Lanning	N/A
101	Michael Weil	Sect ES pg5-14	Recommend that general goals/objectives are measurable (and fit within the NRL Vision Plan) such as reducing the parking space to employee ratio by a certain percentage over a specific period of time; increasing the number of green buildings; reducing energy consumption by a certain percentage or increasing the amount of renewable energy use, etc. What are the top objectives to be achieved at the NRL with regard to improving the built environment, honing the past, providing safety and security, supporting the local community, responding to an evolving mission, enhancing the transportation network, and embracing the environment?	Executive Summary has been revised to include overarching guiding principles that reflect the UFC and installation-specific, measureable goals and objectives will be included under each principle.	Y-Jenny Lanning	N/A
102	Michael Weil	Sect 1.3 pg6	Recommend expanding section to serve as the summary sheet required by NCPC's Master Plan Submission Guidelines (Section 3(A)(1)(E)), to include for both existing and proposed conditions: <ul style="list-style-type: none"> <li>o Total acreage, including a breakdown in acreage of land area by use (for example: office/administrative, training, service);</li> <li>o Total population, including a breakdown by employees and visitors (by shifts), residents, and students, noting peak arrival and departure times;</li> <li>o Building floor area;</li> <li>o Total number of parking spaces; and</li> <li>o Any other useful/relevant statistics and facts.</li> </ul>	Concur. Summary information has been added.	Y-Jenny Lanning	N/A
103	Michael Weil	Sect 1.3 pg6	Recommend including explanation of how the population and program projections were developed for the NRL. Include a section on how information for existing and known future tenants was collected for future personnel, building area, and parking need projections. This information could also be referenced in Section 2.2 – Methodology.	The methodology summary from CFIB has been added to Chapter 5 (where it seems more appropriate) and reference has been inserted in the Executive Summary.	Y-Jenny Lanning	N/A

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104	Michael Weil	Sect 1.5 pg10	Please note that NCPC's Submission Guidelines state: "A master plan is an integrated series of documents which present in graphic, narrative, and tabular form the present composition of an installation and the plan for its orderly and comprehensive long-range development, generally over a period of 20 years." Although staff understands that specific projects more than 5 years into the future are unknown at this time, it is possible to identify potential future development sites, constraints, and required mitigation measures (based on assumed maximum building envelopes) to facilitate future project development and construction. Recommend that the NRL MP/Transportation Management Plan (TMP) be modified to include this information and goals for a "long-term" (20-25 year) timeframe.	All master plans have been updated with a 2035 long-range framework plan.	Y-Jenny Lanning	N/A
105	Michael Weil	pg12,13	<b>Figures 1-4, 1-5, 1-6, 1-7, and 1-8.</b> It is difficult to review these graphics due to their small size. Please enlarge.	Captions have been added.	Y-Jenny Lanning	N/A
106	Michael Weil	Sect 2.1 pgs15,16	Staff notes mention of the 2035 RIMP. As previously discussed (RE: need to plan further out than 5 years), recommend use of the established 2035 RIMP as the "long-term" planning timeframe/component for the NRL MP. Also, use this section to highlight specific policies from the 2035 RIMP and their connection to NCPC Comprehensive Plan policies from the Transportation, Parks and Open, Federal Environment, and Preservation and Historic Features Elements, found on the NCPC website at: <a href="http://www.ncpc.gov/ncpc/Main%28T2%29/Planning%28Tr2%29/ComprehensivePlan.html">http://www.ncpc.gov/ncpc/Main%28T2%29/Planning%28Tr2%29/ComprehensivePlan.html</a> .	All master plans have been updated with a 2035 long-range framework plan. Will add a summary of the RIMPs targeted policies and their relation to the Comp Plan.	Y-Jenny Lanning	N/A
107	Michael Weil	Sect 2.2 pg16	Reference the prescribed planning methodology outlined in the UFC- IMP on page 26, and follows this process as closely as possible. Recommend amending Figure 2-2 to reflect the UFC-IMP process.	Non-concur. The MP process began before UFC-IMP was approved and followed a slightly different procedure.	Y- Jenny Lanning	N/A
108	Michael Weil	pg16	Please note that federal master plans should be re-assessed no less than every 5 years pursuant to NCPC guidelines which state, "Agencies are encouraged to review master plans on a periodic basis to insure that both inventory material and development proposals are current. Such reviews should be conducted at least every five years. Sponsoring agencies should advise the Commission of the results of such reviews and provide to the Commission proposed schedules for the updating of master plans on a five-year cycle when updating is determined to be needed." Recommend inserting this information in the NRL MP to document this NCPC requirement.	Concur. Guidance for periodic updates was inserted.	Y- Jenny Lanning	N/A
109	Michael Weil	pg16	Also, please note that the MP, TMP, and NEPA processes should all be performed simultaneously. Ideally, the MP should include several different potential future growth scenarios/patterns and each scenario analyzed under NEPA. Also, note that the Transportation Management Plan (TMP) should support the MP's goal of evolving NRL into a more transit-oriented installation, with fewer parking spaces for employee vehicles, and define performance metrics/timeframes for ultimately achieving the NCPC ratio of 1 space for every 4 employees. Recommend including discussion of this in the NRL MP.	This master plan will not be involved in the NEPA process. The overarching goal for transient-oriented development will be added in the guiding principles/goals and objectives.	Y-Jenny Lanning	N/A

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110	Michael Weil	Sect 2.3 pg17	Recommend explaining how the vision/guiding principles were developed, and how these relate to UFC-IMP and NCPC Comprehensive Plan policies found at: ( <a href="http://www.ncpc.gov/ncpc/Main%28T2%29/Planning%28Tr2%29/ComprehensivePlan.html">http://www.ncpc.gov/ncpc/Main%28T2%29/Planning%28Tr2%29/ComprehensivePlan.html</a> ). Staff notes that there is no guiding principle that directly states that NRL will grow/develop in a sustainable manner.	Concur. Description of GSIP methodology was incorporated. Guiding principles have been revised to include sustainable development and to reflect more closely the UFC.	Y-Jenny Lanning	N/A
111	Michael Weil	pg17	The Vision Statement should be developed from an overarching "idyllic" Vision Plan as described in greater detail in the Section 4.0 – Framework Plan comments. Refer to UFC-IMP section on Vision Plans on page 27. The Vision Plan should look to 2035 (RIMP) and outline "bold moves" at NRL such as: removing all development within a 200-300-foot wide riverfront buffer (or from within 100-year floodplain); meeting NCPC's parking ratio goal of 1:4; increasing the total tree canopy area by 20%; and operating a "Net-Zero" installation (for example).	The Vision will not be re-developed since it was created with installation input and by-in in the early stages of the process. However, guiding principles have been revised to reflect more closely the UFC.	Y-Jenny Lanning	N/A
112	Michael Weil	Sect 2.6 pg18	Recommend changing description of NCPC to say as follows: "The National Capital Planning Act enables the National Capital Planning Commission (NCPC) to be the central planning agency for the federal government in the National Capital Region. NCPC is empowered with review authority over all federal development projects to ensure orderly and coordinated development of the federal government in the region and consistency with the Comprehensive Plan for the National Capital. Therefore, all individual site and building plan projects must be submitted to NCPC for review prior to the preparation of construction plans (40 U.S.C. 8722(b)(1)). While the review process remains the same regardless of where a project is located, NCPC has approval authority over all federal projects located in the District of Columbia (40 U.S.C. 8722(b)(1) and (d)), and advisory authority for projects located in the environs (40 U.S.C. 8722(b)(1)) and in the "Bolling-Anacostia Complex" pursuant to Section 610(a) of Public Law 93-166. Being a federal installation located in the Bolling-Anacostia Complex, projects at the NRL are subject to NCPC advisory review rather than review for approval. Pursuant to 40 U.S.C. 8722(a) and (b)(1), in order to properly review and analyze individual site and building projects, NCPC requests agencies to prepare a master plan for any federal installation where there is more than	Concur. Text has been added.	Y- Jenny Lanning	N/A
113	Michael Weil	18	Note that the NCPC Comprehensive Plan contains policies (page 47) that specifically relate to federal development's relationship to the local surrounding community. Two of these policies are as follows: "Consult with local agencies to ensure that federal workplaces enhance the design qualities and vitality of their communities." and "Plan federal workplaces to be compatible with the character of the surrounding properties and community and, where feasible, to advance local planning objectives such as neighborhood revitalization." Recommend mention of these policies in the MP document since they are pertinent.	Concur. Text has been added.	Y-Jenny Lanning	N/A
114	Michael Weil	Sect 2.7 pgs21,22	Recommend inclusion of a description of the JBAB Master Plan since JBAB is located immediately adjacent to NRL; planning efforts should be coordinated between JBAB and NRL; and the JBAB MP is currently undergoing update. Also recommend inclusion of Barry Farms redevelopment and the DC Streetcar Land Use Study.	Concur. Information has been added.	Y-Jenny Lanning	N/A

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115	Michael Weil	Sect 3 pgs25-40	Recommend adding sub-section about antennas with a map that shows their current locations, as well as recommendations about where new antennas could be located (in later Framework Plan section), with consideration of factors such as surrounding uses, historic districts, cumulative installation, etc.	Further studies will need to be conducted to examine these issues further. At this time, there is not enough data to make any analysis or conclusions within the master plan.	Y-Jenny Lanning	N/A
116	Michael Weil	pg27	<b>Figure 3.1 - Existing Land Use Map.</b> Recommend using colors that are easier to differentiate for Utility and Parking uses, and more contrasting colors for Administrative and Open Space/Preservation uses.	Color changes have been incorporated.	Y-Jenny Lanning	N/A
117	Michael Weil	Sect 3.2 pg29	Floodplain and Flood Hazard: Recommend adding mention of the requirement to adhere to E.O. 11988: Floodplain Management.	Concur. Reference added.	Y-Jenny Lanning	N/A
118	Michael Weil	pg31	RE: "According to National Ambient Air Quality Standards, the NRL is within a moderate non-attainment area for the air pollutant ozone and a non-attainment area for the air pollutant ozone and a non-attainment area for particulate matter less than 2.5 microns." More technical terms such as "non-attainment area" and "ozone" should be explained in more detail using side-bars. Other examples of more technical terms (which could be explained using less technical language) are "Part B Permit" (page 34) and "Title V air permit" (page 34). Recommend simplifying technical language throughout the MP document.	Concur. Language has been simplified.	Y-Jenny Lanning	N/A
119	Michael Weil	pg31	Natural Feature Impacts: Rather than framing these as "impacts" to future development, recommend re-framing as "considerations that shall be taken with regard to natural features at the NRL when contemplating new development."	Concur. Paragraph has been rephrased.	Y-Jenny Lanning	N/A
120	Michael Weil	pg32	<b>Figure 3-3 - Existing Cultural Features.</b> Recommend labeling all specific NRL cultural features identified on page 31, such as the B&O Railroad ROW, Central Mall, etc.	Concur. Features have been labeled.	Y- Jenny Lanning	N/A
121	Michael Weil	pg33	Cultural Feature Impacts: Rather than framing these as "impacts" to future development, recommend re-framing as "considerations that shall be taken with regard to cultural features at the NRL when contemplating new development."	Concur. Paragraph has been rephrased.	Y-Jenny Lanning	N/A
122	Michael Weil	pgs34-38	<b>(Internal Policy Question. Not intended to result in modification to the MP document)</b> Anti-terrorism / Force Protection: Why do AT/FP setbacks have to be utilized for buildings located on the installation with a secure perimeter? Does NRL perimeter/ACP not meet DOD standards, thereby requiring AT/FP setbacks, inside the perimeter? Or is there a requirement to establish redundant security for both a secure perimeter/ACP and AT/FP building setbacks? From a planning/urban design/funding perspective - either interior buildings should be designed with setbacks OR the installation perimeter/ACP should be fully secure, but not both. Maintaining both a secure installation perimeter/ACP and requiring AT/FP setbacks (thereby rendering land unusable from building development perspective, especially on NRL, where	N/A	N/A	N/A
123	Michael Weil	pg37	Recommend re-location of both AT/FP Tables 3-3 and 3-4, and possibly Tables 3-5 and 3-6, from the main MP document to the Appendix. This information is too detailed for inclusion in the main "body" of the MP text.	Information has been consolidated and detail (tables) have been removed.	Y- Jenny Lanning	N/A

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124	Michael Weil	pg40	Recommend addition of graphic that shows a compilation of all existing development constraints, where appropriate. i.e. sensitive views, wetlands, height restrictions, steep slopes, etc., such as combining Figures 3-2, 3-3, and 3-4 (if necessary). Also, recommend modifying graphic to show 200-300-foot riverfront buffer or land within 100-year floodplain as "Restricted to Development". If the Navy really wants to focus new building development in specific areas to create a higher density node(s), then recommend showing all areas outside of that node(s) as "Restricted to Development" as well.	Combined constraints map has been added.	Y-Jenny Lanning	N/A
125	Michael Weil	Sect 3.3 pg41	Are there any encroachment impacts from JBAB/Bellevue Housing Complex? If so, recommend addition of a section(s) about these installations. Staff notes that the draft JBAB MP assumes a future population increase of 5,177.	Bellevue encroachment impacts have been confirmed with the current master plan and are mentioned in text.	Y-Jenny Lanning	N/A
126	Michael Weil	pg41	Infrastructure Plans Encroachment Impacts: Recommend addressing how to mitigate/resolve these issues in a later "next steps/future strategies" section. For example - Existing CSX Right-of-Way (ROW): Should NRL obtain ownership of CSX right-of-way and if so, how can this be accomplished? It appears that since the ROW currently hinders development and CSX will not likely have a future need for the ROW, then future steps should be taken to obtain this land. Address how/should NRL connect to future water taxi/water commuting service and if so, what would NRL need to make its pier able to accommodate docking, and how to secure the dock area with future service. Blue Plains Wastewater Treatment Plant: If this is an issue, can anything be done to mitigate these emissions? How will NRL reach out to Blue Plains to try to resolve this issue? Recommend addressing mitigation of these issues in the later Framework Plan section.	Further studies will need to be conducted to examine these issues. Action to address these will not occur within the timeframe of this master plan and can be addressed in the next update.	Y-Jenny Lanning	N/A
127	Michael Weil	pg44	<b>Figures 3-9 and 3-10.</b> Recommend using smaller age and height ranges for these maps.	Additional range values have been added to tables.	Y-jenny Lanning	N/A
128	Michael Weil	Sect 3.6 pg49	Parking: Please confirm parking numbers. From staff review of the text, the 2,314 unrestricted spaces + 404 reserved/handicapped spaces + 69 visitor/government vehicle/loading spaces should add up to the 2,814 total parking space number given in the first sentence, but does not. Also, staff reads the "2,745" parking number as the sum of 2,314 unrestricted spaces and 404 spaces reserved/handicapped spaces – but these numbers add up to 2,718 instead. Recommend either clarifying the numbers in this section or revising the numbers so that they add up.	Numbers have been corrected and updated to reflect TMP's current numbers.	Y-Jenny Lanning	N/A
129	Michael Weil	pg52	Public Transit and Shuttle Buses: Recommend providing "headway" information (service frequency) for the internal NRL shuttle and nearby WMATA bus routes. Also, how many NRL shuttle vehicles are there? Where is the closest WMATA bus stop to the NRL front gate and how many NRL employees typically use the stop?	Non-concur. Information may be too detailed for the MP.	Y- Jenny Lanning	N/A
130	Michael Weil	pg53	<b>Figure 3-20 – Bicycle Routes Map.</b> Recommend showing locations of closest Capital Bikeshare stations with "bike shed" circles (w/ 5-mile radius) to illustrate their "coverage" areas. Also, show any other existing "off-road" trails in the graphic as well.	Completed. Bikeshare stations have been added to maps. 5-mile radii are too large to show on map.	Y-Jenny Lanning	N/A

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131	Michael Weil	Sect 3.7 pgs54,55	Scenic Vistas: Are there any specific important off-installation views onto the installation that should be preserved? And specific views from the installation to points outside of the installation that should be preserved from future development? Staff notes that the draft JBAB MP identifies several specific on/off installation views and staff recommends addressing this issue here. If there are significant "viewsheds", then the Navy should consider height restrictions in the areas where appropriate. Recommend showing significant views looking toward NRL from off-campus locations such as Old Town Alexandria, National Airport, and Indigo Landing and addressing their preservation in later Framework Plan section.	Further studies to examine these issues/ideas further is recommended.	Y-Jenny Lanning	N/A
132	Michael Weil	pg56	Open Space and Landscapes: Recommend establishing a 2:1 tree replacement policy for projects since NRL is located directly on the Potomac River and trees impact the environment in such a positive manner. Please address in later Framework Plan section.	The policy of planting two trees for each one removed would have to be coordinated with the grounds contract.	Y-Jenny Lanning	N/A
133	Michael Weil	pg56	Open Space and Landscapes: Recommend establishing either a 200-300-foot Open Space/no future development buffer along the riverbank or no development restriction within the 100-year floodplain to lessen future flood risk. Please address in later Vision/Framework Plan section. Staff notes that in a 1990 review of the current NRL MP, NCPC recommended establishment of "a 150-200-foot landscaped area along the entire NRL waterfront, except along the north section of the waterfront near Building P-730, where a 65-foot landscaped area should be maintained" in the next master plan update, with limited parking and paved areas along the waterfront, and restoration of the area to active and passive recreational uses. Also, NCPC recommended NRL coordination with JBAB to "develop a more cohesive and intensive landscape treatment along the Potomac waterfront" as part of the future master plan update. Recommend addressing these prior NCPC recommendations in the MP document, where appropriate – maybe in the earlier Section 2.6 – Local Planning Authorities, where NCPC is previously mentioned. Specifically, did NRL even implement these recommendations? Why or why not? Are they included in the current MP Update? Why or why not? Staff notes that this could be included in a longer-term, Vision Plan for NRL.	Non-concur. Prohibiting development within 300 feet of the waterfront would eliminate a significant portion of NRL from development.	Y-Jenny Lanning	N/A
134	Michael Weil	pg58	Circulation: Is there any existing travel between JBAB and NRL? If so, please describe those travel patterns (modes, destinations, frequency, etc.) in this section. Could the emergency gate be turned into a limited access, employee-only gate to facilitate pedestrian/biking travel between NRL and JBAB? Recommend addressing in later Framework Plan section.	No there is no existing travel between installations. The gates are used for emergency only and will not be open to pedestrians/bicycles due to the secure nature of the installation and it's mission. The secure perimeter needs to be maintained.	Y- Jenny Lanning	N/A
135	Michael Weil	pg58	Site Elements: Recommended additional Directional/ Identification Signage policy is to "Minimize traffic control signs/devices to reduce visual clutter." Also, recommend re-location of all policy statements to Section 4.0 – Framework Plan section – where more appropriate.	Urban Design Framework has been integrated into Framework Plan section	Y-Jenny Lanning	N/A

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136	Michael Weil	pg58	Site Elements: Recommend substitution of "AASHTO standard" in the 2nd Traffic Regulatory Signage policy statement, to replace "US Department of Transportation". Recommend moving these to later Framework Plan section.	Substitution has been made. Urban Design Framework has been integrated into Framework Plan section	Y-Jenny Lanning	N/A
137	Michael Weil	pg59	Site Elements: Are these Site Amenities policies consistent with the policies in the draft JBAB MP? Should they be? Why or why not? Also, consider using traffic circles, bump-outs, and pervious pavement in future policy section as well. Are there any existing signalized intersections on NRL grounds? Recommend moving these to later Framework Plan section.	Urban Design Framework has been integrated into Framework Plan section	Y-Jenny Lanning	N/A
138	Michael Weil	Sect 4 pgs61-78	Recommend re-structure of Master Plan and Framework Plan based on strategies, concepts, and methodologies outlined in the new 2012 Department of Defense UFC Installation Master Planning document. <a href="http://www.wbdg.org/ccb/DOD/UFC/ufc_2_100_01.pdf">http://www.wbdg.org/ccb/DOD/UFC/ufc_2_100_01.pdf</a>	Guiding principles have been revised to reflect more closely the UFC. These new strategies will be measured against guiding principles in a tabulated format in Framework section. This will help the chapter conform to some UFC format standards. Complete change in this chapter would be considered a mod to the scope.	Y-Jenny Lanning	N/A
139	Michael Weil	pgs61-78	<b>ADD NEW SECTION or COMBINE WITH &amp; RE-NAME SECTION 4.0.</b> Recommend development of Vision Plan for NRL with "Bold Moves" – to be implemented over a long-term timeframe (20 or 25-years or based on the 2035 RIMP timeframe) - as a discrete component of the NRL MP. The Vision Plan should be based on the installation's "vision", Navy's 2035 RIMP, and DOD Sustainability Performance Plan, and used to guide the Framework Plan and Future Land Use Plan. Examples of potential "bold moves" in the NRL Vision Plan could be: <b>1. Remove all development within a 200 or 300-foot riverfront buffer area or within the 100-year floodplain;</b> <b>2. Remove all parking within historic Central Mall;</b> <b>3. Meet the NCPD Comprehensive parking ratio goal of 1:4;</b> <b>4. Focus all future new development only in the northeast employment area and future redevelopment only in the southern Central Mall employment area;</b> <b>5. Increase overall tree canopy area by 30%;</b> <b>6. Operate internal transit service at consistent 5-10-minute headways;</b> <b>7. Develop NRL into a "net zero" installation, with enough "green energy" (wind, solar, geo-thermal) capacity to meet total installation energy needs.</b> <b>8. Create grid-like internal street network to favor pedestrian and bike</b>	Complete change in this chapter would be considered a mod to the scope.	Y-Jenny Lanning	N/A

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140	Michael Weil	pgs61-78	<p><b>NEW VISION PLAN / FRAMEWORK PLAN.</b> Staff notes that there were several recommendations as part of the previous 1990 NCPC review of the current NRL MP as follows:</p> <ol style="list-style-type: none"> <li>1. Consider providing structured parking garages, thereby minimizing the amount of surface parking required, particularly along the waterfront area;</li> <li>2. Maintain a 150- to 200-foot landscaped area along the entire NRL waterfront, except along the north section of the waterfront near Building P-730, where a 65-foot landscaped area should be maintained, and limit the number of parking spaces and paved area along the waterfront, restoring the landscape to active or passive recreational uses; and</li> <li>3. Coordinate with Bolling Air Force Base and the Naval District of Washington (now JBAB) to develop a more cohesive and intensive landscape treatment along the Potomac River waterfront.</li> </ol> <p>Recommend addressing the status of compliance with these requests. If never acted upon, could these be addressed through the new NRL Vision Plan and/or Framework Plan? Why or why not?</p>	Complete change in this chapter would be considered a mod to the scope.	Y-Jenny Lanning	N/A
141	Michael Weil	Sect 4.1 pg61	<p><b>Recommend re-structuring Section 4.0 as follows:</b> 1) Vision Plan, 2) Planning Considerations/Long-Term Strategies (influential real-world considerations), 3) Framework Plan/Planning Strategies, and 4) Future Land Use Plan. The Future chapter should start with higher-level, idyllic concepts in the Vision Plan (which is different from and more comprehensive than the installation vision), to be used to structure the shorter-term Framework Plan, which results in the Future Land Use Plan. In contrast, the current Framework Plan is structured more around future programming, rather than a more visionary plan for the NRL, which is inconsistent with guidance provided by the UFC-IMP.</p>	Structure was based on previous NCPC comments and direction. Complete restructuring would be out of the scope of this project.	Y-Jenny Lanning	N/A
142	Michael Weil	Sect 4.2 (re-order) pg62	This section should be the final resulting section of the Future chapter, pursuant to the Vision Plan (informed by the 2035 RIMP) and 5-10 year Framework Plan/Planning Strategies.	Refer to comment 141.	Y-Jenny Lanning	N/A
143	Michael Weil	pg62	Staff notes that the UFC-IMP encourages form-based planning (w/ a regulating plan), rather than more traditional zoning-based land use planning, as shown in the current draft NRL MP. Recommend revision of the future land-use component to a more form-based content, which is more consistent with the new 2012 UFC-IMP.	Refer to comment 141.	Y-Jenny Lanning	N/A
144	Michael Weil	pg63	<b>Figure 4-2: Future Land Use Plan.</b> Recommend using more contrasting colors for Utility and Parking uses, and Open Space/Preservation and Administrative uses, to more easily differentiate.	Colors have been adjusted to match land use colors of the Navy Master Plans.	Y-Jenny Lanning	N/A
145	Michael Weil	pg63	If the decision is made to utilize solar arrays, wind turbines, geo-thermal, etc. for future on-installation power generation (based on the Vision Plan or Framework Plan), recommend highlighting these sites in the Future Land Use Plan as well.	The land use plan only illustrates the standard UFC land use categories. Refer to the planning strategies for locations.	Y-Jenny Lanning	N/A
146	Michael Weil	Sect 4.3 (re-order) pgs64-73	Recommend incorporating planning strategies that address all 16 UFC-IMP strategies. Modify draft document as needed.	Refer to comment 141.	Y-Jenny Lanning	N/A



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147	Michael Weil	pg64-73	Recommend showing how the proposed current Framework Plan strategies support each one of the following larger 2035 Vision Plan concepts (numbered). Note that several of the current MP strategies (sometimes modified as shown in italics) are shown in bold, sometimes under more than one potential Vision Plan concept if they are multivariate. i.e. A frequent robust transit system will help NRL to meet the NCPC 1:4 parking ratio and allow removal of existing surface parking within the Mall area.	Refer to comment 141.	Y-Jenny Lanning	N/A
148	Michael Weil	pgs64-73	<b>1. Remove all development within a 200 or 300-foot riverfront buffer area or within the 100-year floodplain.</b> <ul style="list-style-type: none"> <li>- Preserve and restore the Potomac River waterfront as a more natural viewshed and passive recreation area</li> <li>- Reserve demolition sites as open space in the short-term, but potential development sites in the long-term within the northeast employment area</li> <li>- Encourage long-term future development on surface parking lots and consolidate parking into more compact areas within the northeast employment area</li> <li>- Continue to redevelop existing facilities through renovation and avoid new construction on open space</li> <li>- Infill development in close proximity to employment hubs to promote walkability between facilities</li> <li>- Enhance open spaces to serve an environmental function for stormwater management, and habitat restoration</li> <li>- Establish a comprehensive pedestrian network to provide access to all areas of the Installation</li> </ul>	Refer to comment 141.	Y-Jenny Lanning	N/A
149	Michael Weil	pgs64-73	<b>2. Remove all parking within historic Central Mall.</b> <ul style="list-style-type: none"> <li>- Preserve and restore areas for ceremonial functions such as the Central Mall</li> <li>- Provide a variety of open spaces that can support a wide range of activities</li> <li>- Preserve and improve the open spaces throughout the Installation and maintain their distribution...</li> <li>- Establish a comprehensive pedestrian network to provide access to all areas of the Installation</li> </ul>	Refer to comment 141.	Y-Jenny Lanning	N/A
150	Michael Weil	pgs64-73	<b>3. Meet the NCPC Comprehensive parking ratio goal of 1:4.</b> <ul style="list-style-type: none"> <li>- Establish a comprehensive pedestrian network to provide access to all areas of the Installation</li> <li>- Provide streetscaping and pedestrian amenities to promote walkability across the Installation</li> <li>- Align pedestrian corridors with multimodal circulation networks to create a mass transit commuting system</li> <li>- Expand upon shuttle services to provide more frequent runs between other DOD installations and the Pentagon</li> <li>- Create a way finding system that identifies and encourages use of public transit</li> <li>- Expand bicycle access to promote this mode of travel, which will entail providing sheltered bicycle storage in proximity to major employment centers.</li> </ul>	Refer to comment 141.	Y-Jenny Lanning	N/A

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151	Michael Weil	pgs64-73	<b>4. Focus all future new development only in the northeast employment area and future redevelopment only in the southern Central Mall employment area. (shown in Figure 4-7)</b> <ul style="list-style-type: none"> <li>- Preserve the open spaces throughout the installation and maintain their distribution to ensure that green space is within a close walking distance</li> <li>- Continue to redevelop existing facilities through renovation and avoid new construction on open space</li> <li>- Infill development in close proximity to employment hubs to promote walkability between facilities</li> <li>- Encourage long-term future development on surface parking lots and consolidate parking in the most dense sections of the Installation</li> <li>- Preserve and restore the Potomac River waterfront as a more natural viewshed and passive recreation area</li> <li>- Enable open spaces to serve an environmental function for stormwater management, and habitat restoration</li> </ul>	Refer to comment 141.	Y-Jenny Lanning	N/A
152	Michael Weil	pgs64-73	<b>5. Increase overall tree canopy area by 30%.</b> <ul style="list-style-type: none"> <li>- Preserve mature vegetation and landscaping to enhance the aesthetics of the Installation and provide energy conservation measures</li> <li>- Enable open spaces to serve an environmental function for stormwater management, and habitat restoration</li> <li>- Provide streetscaping and pedestrian amenities to promote walkability across the Installation</li> <li>- Infill development in the future on already cleared sites to preserve land, and natural and cultural resources</li> <li>- Continue to redevelop existing facilities through renovation and avoid new construction on open space.</li> </ul>	Refer to comment 141.	Y-Jenny Lanning	N/A
153	Michael Weil	pgs64-73	<b>6. Operate internal transit service at consistent 5-10-minute headways.</b> <ul style="list-style-type: none"> <li>- Align pedestrian corridors with multimodal circulation networks to create a mass transit commuting system</li> <li>- Provide streetscaping and pedestrian amenities to promote walkability across the Installation</li> <li>- Improve the internal shuttle service through the Installation, following a designated route</li> <li>- Create a wayfinding system that identifies and encourages use of public transit</li> <li>- Align pedestrian corridors with multimodal circulation networks to enable a synergy within the Installation</li> <li>- Encourage long-term future development on surface parking lots and consolidate parking into more compact areas to facilitate transit usage</li> </ul>	Refer to comment 141.	Y-Jenny Lanning	N/A

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154	Michael Weil	pgs64-73	<b>7. Develop NRL into a “net zero” installation, with enough “green energy” (wind, solar, geo-thermal) capacity to meet total installation energy needs.</b> <ul style="list-style-type: none"> <li>- Preserve mature vegetation and landscaping to enhance the aesthetics of the Installation and provide energy conservation measures</li> <li>- Reserve demolition sites as open space in the short-term, but potential development sites for future “immediate need” and “green energy” projects in the long-term</li> <li>- Enable open spaces to serve an environmental function for stormwater management, green energy production, and habitat restoration</li> </ul>	Refer to comment 141.	Y-Jenny Lanning	N/A
155	Michael Weil	pgs64-73	<b>8. Create grid-like internal street network to favor pedestrian and bike travel over vehicular travel.</b> <ul style="list-style-type: none"> <li>- Expand bicycle access to promote this mode of travel...</li> <li>- Establish a comprehensive pedestrian network to provide access to all areas of the installation</li> <li>- Align pedestrian corridors with multimodal circulation networks to create a mass transit commuting system</li> <li>- Provide streetscaping and pedestrian amenities to promote walkability across the Installation</li> <li>- Infill development in close proximity to employment hubs to promote walkability between facilities</li> </ul>	Refer to comment 141.	Y-Jenny Lanning	N/A
156	Michael Weil	pgs66,67	<b>Figures 4-5 and 4-6.</b> The UFC-IMP encourages installations to identify future potential development sites with no current programmed projects for unforeseen future needs. Is this what Figure 4-5 shows? Please clarify. Can bottom part of Figure 4-5 and Figure 4-6 be combined?	Refer to comment 141.	Y-Jenny Lanning	N/A
157	Michael Weil	Sect 4.5 (re-order) pgs76-78	Recommend revision of Long-Term Strategies to make consistent with new NRL Vision Plan (TBD), modified Framework Plan strategies, and Future Plan Use Plan.	Revision has been completed.	Y-Jenny Lanning	N/A
158	Michael Weil	pg76	In response to “The issues and planning strategies presented here will not necessarily be happening within the scope of this master plan...”, staff notes that this is what the long-term component/Vision Plan is intended for – to help frame how future longer-term development goals/growth patterns will address the broader issues cited in the first paragraph – outdated, deteriorating and non-functional infrastructure; current/emerging DOD regulations for energy conservation and smart growth; mandates for better environmental integrity and quality of life. Recommend re-framing Long-Term Strategies to comply with future NRL Vision Plan (TBD).	Long-Term Framework and Land-use plan has been incorporated.	Y-Jenny Lanning	N/A
159	Michael Weil	pg77	Security Enhancements: Considering that NRL has “little remaining developable area” and in light of increasingly limited federal budgets, as previously mentioned, recommend re-visiting policy to maintain both a secure perimeter and interior building set-backs, both of which, have costs.	N/A	Y-Jenny Lanning	N/A

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160	Michael Weil	pg78	Energy/Stormwater Management/Environmental Sustainability strategies: Recommend identification of specific energy, stormwater management, and sustainability goals (and timeframes) from the DOD Sustainability Performance Plan, E.O. 13514, and UFC-IMP that the MP is designed to meet, and account for how future programming will help NRL accomplish these goals on an installation-wide basis. Did NRL explore potential areas that would be feasible for energy generation through the installation of solar cells or geothermal infrastructure? Rain-water capture using cisterns? If so, show where these areas are located. If not feasible, then why not? Recommend a more robust section on future installation sustainability efforts, which also includes Low Impact Development (LID), Air Quality (reduction in pollutants), and elimination of wild exotic vegetation. Since the comprehensive Whole Systems Sustainability study has not been undertaken at this point, its future recommendations/strategies should be incorporated into the future NRL Vision Plan and serve as a major influence on the next NRL Master Plan Update.	Goals have been incorporated in new guiding principles. Cannot program sustainability strategies in the short-term, but locations for these strategies can be recommended as part of the framework. Future studies will also be recommended.	Y-Jenny Lanning	N/A
161	Michael Weil	Sect 5 pg79	Staff notes that NRL will marginally improve its parking ratio by adding new employees without adding parking (during the next 5 years). Although this may be reasonable within the short-term, NRL should strive to meet the NCPC Comprehensive Plan ratio goal of 1:4 during the long-term Vision Plan timeframe, with the aid of the MP and an aggressive Transportation Management Plan (TMP). Recommend that the MP/TMP demonstrate how the NRL will achieve the 1:4 ratio through a comprehensive transit/bicycling/pedestrian network; parking consolidation (in structures) and reduction; and future TDM programming, their implementation/management, and forecasted mode share changes. Demonstrate in detail how NRL will move from a 1:1.95 ratio in 2018 to a 1:4 ratio in 2035.	timeframe for population growth and parking supply has been updated and coordinated Louis Berger (TMP).	Y-Jenny Lanning	N/A
162	Michael Weil	Sect 5.3 pgs80,81	Project # 1: Recommend reconsideration of the proposed building addition to a location further back from the Potomac River/outside of the 100-year floodplain. In light of climate change (rising sea levels and storm intensities), staff understands that future flooding is forecasted to increase, and prudent planning would gradually “de- develop” land situated closer to the Potomac River, outside of a lower-lying, 100-year floodplain “buffer” area. The future Vision Plan should address this issue.	No action. Project location will remain where it is.	Y-Jenny Lanning	N/A
163	Michael Weil	Sect 6.1 pgs83,84	Recommend making the IAP more comprehensive and design-oriented, addressing other issues including: Density and Bulk (Building Heights); Circulation (Road Standards, Parking Facilities, Service Areas, Pedestrian Pathways, Bikeways); Building/Site Performance Standards (Fencing and Retaining Walls, Landscape Design/Planting Criteria, Exterior Lighting, Open Space, Street Furniture, Environmental Sustainability Planning); and Master Plan Implementation (NRL Decision Making Process, Building and Facilities Prioritizations, Project Prioritization Model). Develop consistent design “palette” for signage, street furniture, and roadway markings (i.e. shared bikeway), for use across the NRL and possibly on other different installations (JBAB, Arlington, Carderock, etc.) as well. Show pictorial examples of these various designs within the IAP.	Non-concur. The master plan is only intended to summarize an existing IAP. Since NRL has no IAP, the information provided in this master plan is only providing a high-level set of recommendations. Getting into further detail would likely be out of the scope of this contract. Confirm with NAVFAC.	Y-Jenny Lanning	N/A

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164	Michael Weil	Sect 6.2 pgs86-88	Recommend fully integrating the updated ICRMP into the NRL Master Plan and including the finalized ICRMP in the MP Appendix.	Non-concur. The ICRMP is a component of the planning documents. The purpose of the master plan is to summarize the major issues of preservation compliance. For more detailed guidance, readers should refer to the ICRMP.	Y-Jenny Lanning	N/A
165	Michael Weil	<b>SIGNIFICANT COMMENT 1</b>	<b>NRL Vision Plan.</b> Recommend development of “long-range” Vision Plan for the NRL with ambitious strategies/”bold moves” for implementation by 2035 (which is a comparable timeframe to the RIMP) that will guide the short-term, 2018 Framework Plan and Future Land Use Plan. This long-range component would not be analyzed through NEPA, but would serve as an overall “roadmap” to NRL for reaching a more idyllic future condition. Some examples of “bold moves” for NRL are included in the previous comment section for Section 4.0. Once developed, the MP/TMP should be revised as necessary.	All master plans have been updated with a 2035 long-range framework plan.	Y-Jenny Lanning	N/A
166	Michael Weil	<b>SIGNIFICANT COMMENT 2</b>	<b>NRL Installation Sustainability Plan.</b> Recommend development of a detailed sustainability plan that cites specific mandatory stormwater management, installation site development, energy reduction and RIMP goals, and planned actions/strategies for attaining these goals within their timeframes. The NRL Vision Plan will be an important component in successfully demonstrating future goal compliance. i.e. the Vision Plan/MP should identify specific areas where solar arrays can be constructed to reduce the installation’s consumption of off-site sources/utilities. Once developed, the MP/TMP should be revised as necessary.	Goals have been incorporated in new guiding principles. Cannot program sustainability strategies in the short-term, but locations for these strategies can be recommended as part of the framework. Future studies will also be recommended.	Y-Jenny Lanning	N/A
167	Michael Weil	<b>SIGNIFICANT COMMENT 3</b>	<b>Unified Facilities Criteria – Installation Master Planning.</b> The NRL master planning process and final document should be structured around the 2012 UFC-IMP as closely as possible. The UFC-IMP recommends development of an Installation Vision Plan and includes 16 strategies/principles that should be incorporated into the NRL and all Navy master plans. The final NRL MP document should clearly show how NRL will comply with these UFC planning principles.	Non-concur. The MP process began before UFC-IMP was approved and followed a slightly different procedure.	Y-Jenny Lanning	N/A
168	Michael Weil	<b>SIGNIFICANT COMMENT 4</b>	<b>1990 NRL Master Plan Review Recommendations by NCPC.</b> Recommend addressing the status of compliance with these requests. If never acted upon, could these be addressed through the new NRL Vision Plan and/or Framework Plan? Why or why not?	The mission has changed since the last master plan and several goals and objectives are no longer valid.	Y-Jenny Lanning	N/A
169	Michael Weil	<b>SIGNIFICANT COMMENT 5</b>	<b>Navy project development/funding process.</b> Recommend including information on Navy project development and funding processes (MILCON, Special Projects, Proffers, Operations and Maintenance, etc.), and how the NRL MP fits into these processes. This information could be included in the Appendix or at the beginning of the Programmed Projects section.	Concur. Funding source has been added to tables.	Y-Jenny Lanning	N/A
170	Michael Weil	<b>SIGNIFICANT COMMENT 6</b>	<b>AT/FP policy/requirements.</b> Recommend reconsideration of the AT/FP policy that requires a fully secure perimeter w/ ACP, and interior building set-backs since both of these requirements have considerable costs and dis-benefits. Staff believes that it would be more efficient to use resources to support either a secure NRL perimeter or require building setbacks (in recognition that land has a dollar value and/or an opportunity cost), rather than both.	The ATFP constraint is directed solely by policy and beyond NRL's control.	Y-Jenny Lanning	N/A

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171	Michael Weil	<b>SIGNIFICANT COMMENT 7</b>	<b>NRL Master Plan constraints/impacts.</b> Recommend moving conclusions regarding constraints and impacts from Section 3.0 - Existing Conditions either to a separate section or to Section 4.0 – Vision Plan/Framework Plan.	Non-concur.	Y-Jenny Lanning	N/A
310	NCPC	Chapter 5: Building A59 Addition	Exact location relative to 100-year, 500-year, and storm surge floodplains	Text has been edited to explain the rationale for the current placement of the addition, "During the planning phase, several locations were examined for placement of the addition. These included along the north and south sides of Building A59 as well as a location remote from the building. The remote location was rejected due to shared mission activities that mandated immediate proximity. The locations to the north and south sides of the building were also rejected because circulation routes would be severed thereby disrupting mission viability. The chosen location to the west will best meet mission requirements. Although not in the 100- or 500-year flood plain, the structure will intrude upon viewsheds along the Potomac River. The future design of the addition will need to consider special engineering and architectural design to minimize viewshed impacts. Building design should also incorporate resiliency to comply with regulatory guidance such as Executive Order 11988 and DoD regulations for planning, sustainability, and resiliency."	Y-Greg Tarker	Yes. Discussion with NCPC and NRL on the options for the placement of the building in April 2014
311	NCPC	Chapter 5: Building A59 Addition	Project compliance with EO 11988, if applicable	Added to project description. See previous response.	Y-Greg Tarker	Yes. Discussion with NCPC and NRL on the options for the placement of the building in April 2014
312	NCPC	Chapter 5: Building A59 Addition	Were other alternative locations considered?	Other alternatives were considered and an brief explanation was added to the master plan. See response to comment 310.	Y-Greg Tarker	Yes. Discussion with NCPC and NRL on the options for the placement of the building in April 2014
313	NCPC	Chapter 5: Building A59 Addition	Was the project evaluated relative to the DOD UFC 2-100-01 and DOD 213 Roadmap on Climate Adoption and other DOD flood-related/climate change policies? If so, how?	Text has been added to the master plan to explain that design development of the project will need to consider resiliency within such a location. See response to comment 310.	Y-Greg Tarker	Yes. Discussion with NCPC and NRL on the options for the placement of the building in April 2014

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314	NCPC	Chapter 4 and 5: Cultural Resources	Proposed demolition of historic buildings 34A, 35, 53, 55, and 69 - were alternatives considered? Why is this listed as a separate project from the Building A59 addition?	Demolition projects as shown on the list has been consolidated into the same project as the new construction. Rationale for building demolition has been added to the master plan to state, "Planning alternatives for these buildings considered demolition as the most viable. Primary rationales are the inability to adequately reconfigure and retrofit for new uses. The tight spacing of structural walls and columns limit the ability accommodate modern RDT&E functions which require greater floor space than what can be accommodated. The extensive reconfiguration needed to accommodate new uses would drastically alter the appearance and jeopardize the structural integrity of the buildings." Strategy in Chapter 4, page 54, first strategy has been revised to state, "Demolish facilities that are unable to be reconfigured and/or retrofitted for new uses. Proper documentation of historic resources will be needed prior to demolition. Over the long-term, these sites will serve as development parcels for new construction to support emerging technologies and mission requirements."	Y-Greg Tarker	Yes. Discussion with NCPC and NRL in April 2014
315	NCPC	Chapter 4 and 5: Cultural Resources	Central installation "contributing site" with archeological areas - proposed location of geothermal energy production facilities	Future energy strategies plan has been edited to eliminate conflict with cultural resources and archaeological sites. (page 75, figure 4-14)	Y-Greg Tarker	Yes. Discussion with NCPC and NRL in April 2014
316	NCPC	Chapter 4 and 5: Cultural Resources	Magazine Road Right-of-way - not shown in the Long-Term Framework Plan	Long-term Framework plan has been edited to retain Magazine Road in its current alignment.	Y-Greg Tarker	Yes. Discussion with NCPC and NRL in April 2014
317	NCPC	Chapter 4 and 5: Cultural Resources	Overall master plan Section 106 and NEPA analysis. How are cumulative impacts accounted for on a project-by-project basis?	Discussion between SHPO, NCPC, NRL, and NAVFAC to be scheduled to discuss.	Y-Greg Tarker	N/A
318	NCPC	Chapter 4 and 5: Cultural Resources	Would the Navy be open to meeting with NCPC and DC SHPO to discuss the proposed MP and its impacts to NRL's historic resources and to see if we can prevent adverse impacts to these?	NRL is interested, and can host a meeting at the Installation.	Y-Greg Tarker	N/A
319	NCPC	Chapter 4 and 5: Long-term parking	Why is a more stringent ratio not proposed over the long-term?	Text has been added in chapter five (section 5.2 Parking) to explain that NRL is willing to strive for a more stringent parking ratio if transit infrastructure is put into place that provides accessible and reliable transportation service to NRL.	Y-Greg Tarker	N/A
320	NCPC	Chapter 4 and 5: Long-term parking	Has NRL coordinated any of its TDM programs with JBAB? Or St. Elizabeth's? Can NRL do this in the future? consider joint access to the JBAB dock for commuter ferry service access?	NRL is interested, and can host a meeting at the Installation.	Y-Greg Tarker	N/A

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321	NCPC	Chapter 4 and 5: Long-term parking	Would the Navy be open to meeting with NCPC and DDOT to discuss future TDM coordination? And how to improve the draft NRL TMP?	NRL is interested, and can host a meeting at the Installation.	Y-Greg Tarker	N/A
322	NCPC	Chapter 4: Long-term Land Use and Framework Plans	Can the 100-year and 500-year flood zones be totally restricted to development?	New construction will be diverted away from flood-prone areas. The P-041 project and the new combined generation plant do not fall within the flood plain areas. However Engineering and architectural design will need to comply with resiliency standards and impacts to viewsheds.	Y-Greg Tarker	N/A
323	NCPC	Chapter 4: Long-term Land Use and Framework Plans	Can a continual waterfront buffer area (150-feet to 200-feet wide) be phased in over the long-term?	A buffer can be provided, however, Smith Street will need to be retained for large trucks and as an area for RDT&E. The ninth open space strategy on page 70 has been edited to say, "Strategically increase the amount of tree and buffer planting on both sides of Smith Street to improve the buffer planting along the riverfront, while maintaining the research capacity and circulation access of this area." Added a sixth strategy to stormwater management on page 76 to say, "Replace paving on Smith Street and associated on-street parking with pervious paving to increase retainage of runoff and improve the buffering qualities of facilities along the riverfront. This can be accomplished during repaving improvements with careful consideration to circulation access and RDT&E needs."	Y-Greg Tarker	Yes. Discussion with NCPC and NRL in April and May 2014
324	NCPC	Chapter 4: Long-term Land Use and Framework Plans	Can future parking be limited to only 3 or 4 sites in garages?	Edited Bullet #6 (page 52) to explain that parking garages can be implemented in the long-term only if funding is available for their construction.	Y-Greg Tarker	
325	NCPC	Chapter 4: Long-term Land Use and Framework Plans	Can all surface parking be removed from the Central Mall?	Edited Bullet #6 (page 52) to explain that parking reconfiguration can gain some efficiencies and reduce the amount of area needed for parking. Also discussed the need for access to regional transit infrastructure in order to reduce the number of SOVs.	Y-Greg Tarker	
326	NCPC	Chapter 4: Long-term Land Use and Framework Plans	Magazine Road Gate - can this be re-opened to employee peds. and bicyclists?	Multi-modal plan and open space/pedestrian circulation plan have been edited to incorporate access at the Magazine Road Gate. Stipulation added to the strategies explaining that, "The Magazine Road Gate could be re-opened to pedestrians and bicyclists if funding and staffing can be acquired."	Y-Greg Tarker	Yes. Discussion with NCPC and NRL in April 2014



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327	NCPC	Chapter 4: Long-term Land Use and Framework Plans	Can all "secondary" roadways (shown in the Long-Term Framework Plan) be converted to ped./bicycle paths instead?	Secondary roads are needed for motor vehicular access. Converting to Bike/Ped will severely impair mission functions of access, service, and delivery.	Y-Greg Tarker	N/A
328	NCPC	Chapter 4: Long-term Land Use and Framework Plans	Can the larger loop road be re-aligned to avoid or reduce its length within a waterfront buffer area? Or the 100- and 500-year flood zones?	Smith Street will need to retain it's current alignment to provide access and serve as research area. The road provides a long alignment used for testing equipment that needs an unobstructed distance with a straight alignment.	Y-Greg Tarker	N/A
329	NCPC	General	DC Water - Blue Plains Advanced Wastewater Treatment Plant - they are interested in meeting with the Navy to discuss future planning efforts and flood prevention coordination.	NRL is interested, and can host a meeting at the Installation.	Y-Greg Tarker	N/A
330	NCPC	Page 82-83	Can the combined generation plan be relocated farther east from its currently planned location?	The combined generation plan needs to be immediately adjacent to the existing plant in order to use the existing distribution infrastructure.	Y-Greg Tarker	N/A
331	NCPC	Page 83	Re-alignment of Young Street to run between building A50 and 215/216.	Re-alignment is not possible due to the ATPF constraints.	Y-Greg Tarker	N/A
332	NCPC	General	General comments by the Commission review about parking and riverfront.	Long-term framework plan has been revised to indicate the following: 6) Reconfigure parking lots for better efficiency; thereby, enabling the consolidation of parking into less areas. 7) If funding is available and National Capital Region transportation improvements have been made serving NRL, relocate surface parking spaces throughout the installation into structured parking garages in order to reduce impervious surface, increase open space, and potentially create opportunities for new building construction to meet future mission requirements. [insert a circle #7 by main gate entrance, north of bldg. 970] 8) Study ways to mitigate future flooding along the shoreline (Smith Street) and to protect the Potomac River from stormwater runoff. Designation of a 100-ft open space buffer along the shoreline eliminating surface parking will be considered if study results indicate it would be the best method for mitigation and protection. [insert a circle #8 on smith street/shoreline]	Y-Greg Tarker	N/A